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No. 16,643 號三十四百六十六萬零第 日七月初七三統宣 HONGKONG, WEDNESDAY, AUGUST 30TH, 1911. 三拜禮 號十三月八年一十百九千一英港香 PRICE, \$3 PER MONTH.

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10.00 a.m. to 11.00 a.m. Every 15 minutes.
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12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
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12.00 noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

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Hongkong 16th June, 1911.

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The Daily Press.

HONGKONG, AUGUST 30TH, 1911.

There is another version of the story of the attack on a foreigner at Heungshan which differs in some material respects from the story we reproduced yesterday from the Chinese newspapers. The foreigner in question is a Mr. KNUTH, who is a traveller in the employ of the manufacturers of the Milkmaid brand of condensed milk. He was on a tour of the towns and villages in the Canton Delta. He travels from point to point in a large motor-boat which flies the British flag, and carries a stock of milk and advertising matter. Last week he went in the motor-boat to Skeki. On Friday morning he left again, taking with him in addition to the usual crew another Chinese pilot and a Father TABERNA, and proceeded to a place called Cheung Han Mun. From this place it was intended to send the Chinese pilot to a village inland called Po-san where he was to meet and bring back to Skeki on the motor-boat a Chinese Christian, recommended by Father TABERNA as a good man to manage a depot which it was proposed to establish in Skeki. When within two-hundred yards of the shore at Cheung Han Mun a shot was fired at the motor-boat, and almost immediately afterwards there was quite a fusillade, shots dropping just short of the boat but none hitting it. There was no doubt that it was an attack by pirates. Piracy of late seems to have been very rife in the Canton Delta again. Not far above this spot the motor-boat had saluted and

passed a Chinese gunboat, and when fired upon at Cheung Han Mun, the motor-boat turned and proceeded at full speed to obtain the assistance of the Chinese gunboat, which is presumably stationed there for the protection of the trade of the river from piracy. The gunboat proceeded as near to the spot as the depth of water would permit, but the commander could not be persuaded to land any of his men, and intimating that his duties were upon the water and not on the land, he left the motor-boat people to their own devices. The motor-boat went back to Skeki, and it is believed that the disturbances which occurred there, some six or seven hours later, were incited by the disappointed pirates of Cheung Han Mun.

It is stated that the three British "River" destroyers, *Ribble*, *Usk* and *Welland*, will be dispatched to the China Station in the autumn to relieve the three destroyers *Juniper*, *Hawthorn* and *Pandy*.

We have received from the American Consulate General the following typhoon warning despatched from the Manila Observatory yesterday: Cyclone or Typhoon E. of Bashi Channel, moving N. W.

Fourteen shopkeepers and truck owners from the vicinity of Bonham Strand were fined amounts ranging from \$1 to \$5 by Mr. Wood at the Magistracy yesterday for causing an obstruction in the street.

The overturning of a kerosene lamp on board a Japanese steamer in the harbour resulted in four Chinese being severely burned on Monday. They were removed to the Government Civil Hospital by the water police for treatment.

A coolie who was employed on the steamer *Ching Seng* to remove cargo was charged before Mr. Hazel at the Magistracy yesterday with stealing fourteen chickens. The theft was proved, and the coolie was sentenced to six weeks' imprisonment with hard labour.

The keeper of an opium den at 106, Temple Street, Ya-mati, and 32 men who were found smoking therein were charged before Mr. Hazel at the Magistracy yesterday with infringing the Opium Ordinance. The keeper was fined \$800, or six months' imprisonment, the smokers were fined \$3 each, and the pipes and other paraphernalia seized on the premises were confiscated.

Weather permitting, the steamer *Huay-han* will make the excursion trip to Macao on Sunday, the 3rd Inst., leaving here at 9 a.m. and returning from Macao at 5 p.m. The steamer *Sia-za* will make an extra trip to Macao on Saturday, leaving here at 7 p.m. There will be three departures from Macao on Sunday, *Sai-za* at 7.30 a.m. and 6 p.m. and *Huay-han* at 5 p.m. Passengers leaving here on Saturday have the option of returning from Macao at any of the above times.

CANTON.

FROM OUR OWN CORRESPONDENT.
MACAO TROUBLES.

There are still many alarmist rumours concerning trouble at Macao. The native Press is making much of the fact that there are a couple of Chinese river cruisers anchored off the Settlement, and many articles published lately by no means tend to preserve the peace.

The latest story is that the Portuguese have levied a tax on many of the Hwang Shan residents and that this action is strongly resented by the people. The persons referred to as being taxed are probably dwellers within the disputed boundary area.

The Society for the Protection of Boundary Rights has telegraphed this news to the Foreign Office at Peking, and it is stated that the Portuguese Minister has been communicated with on the subject.

In the meanwhile the Viceroy has been told that steps must be taken to preserve the public peace, and the Hwang Shanites have been warned to

commit no act of aggression.

Some days ago I reported that a large number of troops had been sent to the district in question, and that the Consuls at Canton have made the representations that it has clearly been their duty, as a Body, to make on the subject.

In a very special sense does the responsibility fall upon the British Consul-General. It will be remembered that a few years ago, in consequence of the inability of the Chinese authorities to suppress piracy, Admiral Moore placed a number of British gunboats on patrol duty on the waterways.

This action not only scared away the pirates, but it stimulated the Chinese naval authorities to such an extent that on the

strength of the action taken by the Chinese

authorities and the assurances they gave for the efficiency of the policing arrangements in the future, the British Admiral withdrew his gunboats.

For a time reports of piracy continued to be infrequent, but now the waterways seem to be as badly infested with pirates as ever they were, and nothing short of action similar to that taken by Admiral Moore a few years ago seems likely to bring about much improvement.

The attack on the British motor-boat should bring matters to a head, and news of the action taken in the matter by the Consuls concerned will be awaited with much interest.

The Directors of the Shanghai and Hongkong Wharf Co., Ltd., have declared an interim dividend of Taels 3 per share.

A chauffeur named Gibson was fined \$10 by Mr. Wood at the Magistracy yesterday for driving a motor car by night without exhibiting a rear light.

H. E. The Governor was "At Home" yesterday afternoon at Mount-in Lodge. Many were present, and the tennis and croquet lawns were kept well occupied.

An unknown Chinese male, about 27 years of age, was found floating in the harbour near the Kowloon ferry wharf on Monday and removed to the Mortuary.

On Monday night a young Chinese dived off the Wing On steamer's wharf at West Point to have a swim. The dive proved his last, for his dead body was taken from the harbour sometime later.

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HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present: Hon. Mr. A. W. Brown C.M.G. (Registrar-General), Hon. Mr. E. A. Hewett, Dr. G. H. L. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ng Hon Sze, Dr. F. Clark (Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

TO DESTROY MOSQUITO LARVAE.

The PRESIDENT submitted a minute relative to the introduction of small fish in the waters of the Colony to destroy mosquito larvae.

The MEDICAL OFFICER OF HEALTH intimated that a letter be addressed to the Superintendent of the Calcutta Zoological Garden inquiring whether in his opinion either *Niloticus* or *Hoplochilus Punctatus* would survive in this climate.

Mr. HEWETT—Is this report going to be circulated very shortly?

The PRESIDENT—I have no information on the subject at present. I understand there is a report to be printed.

Mr. HEWETT—Hon. Mr. HEWETT stated that until members saw the full report they could not express an opinion on the subject. But having lived at "Craig Ryrie" for about four years he knew perfectly well that a great amount of excreta matter was fired down the gully. He maintained that Pokfulam ought no longer to be used as one of our water supplies, and moved that the Government be asked to furnish the Board with a copy of the full report as soon as possible.

Dr. FITZWILLIAMS—Dr. Fitzwilliams seconded, and the motion was agreed to.

The SECRETARY then read Dr. Fitzwilliams' minute, which was as follows:—I do not understand why these papers have been forwarded without a copy of the complete report, as any discussion of the matter contained in it and of the conclusions drawn must be premature. It is interesting to note, however, that the authorities now admit that the Pokfulam water is contaminated with fecal matter, and that no less an authority than the P.C.M.O. considers that the night-soil coolies are dumping their bucket loads on the watershed. This is somewhat startling after the laudation of this watershed in former official papers. As regards the conclusions, which appear to be the only complete section of this report to have been sent, I would draw attention to No. 3. The words "provided that reasonable precautions are taken" stultify the whole matter at once. "Reasonable precautions" never have been taken, and there does not seem any promise of improvement in the future. Clause No. 4 shows the character of the water which is issued to a proportion (even admittedly small) of the inhabitants of the island. This issue was the cause of my remarking the following sentence in my letter of October 29th, 1910, "that the policy of inaction of the Government in this matter was a dangerous neglect of the public welfare," and was at least one of the causes of this inquiry. The suggested extenuating circumstances of clause 5 do not hold, as only makes it more difficult to understand how the Government could possibly accept the grave responsibilities of their dangerous course.

Conclusions 7 to 15 concern themselves with faults of the filter beds, and show that they are less satisfactory in working than they might be. The summary embodying certain new conclusions might be put as follows:—(1) A small proportion of the population drink unfiltered contaminated water (which the Government declare if treated with precautions is capable of being converted into a good drinking water, but which conversion they make no attempt to carry out). (2) A large proportion of the population drink this same water after a process of filtration, which process these conclusions show to require improvement. This is the matter in the shortest number of words, and the remedy must suggest itself to anyone who knows that there is an alternative water supply. A watershed supplying water so impure that complicated processes are necessary to render it fit to drink should be condemned as early as possible. It is an assurance that this will be done that is required, and it is only reasonable to hope that after such a complete exposure of existing conditions as shown by these forwarded conclusions, that something radical will be done, and that with the least possible delay.

TRAINING OF NULLAHS.

The select committee submitted a report relative to the training of nullahs. They recommended that the following works in connection with the prevention of malaria should be carried out during 1912:—(1) The training of the stream east of No. 1 bridge, Pokfulam Road; (2) The completion of the training of the streams passing under bridges Nos. 11 and 12 Shauki-wan; (3) The small extension required in May Road.

The following further works should be taken in hand to as great an extent as the available funds will allow:—(4) Training of the streams to the east of the Military Hospital, Bowen Road; (5) Training of the upper portions of the streams below Craignair Road, Magazine Gap, as mentioned in detail in the recent report by Colonel Bedford, P.M.O., Major Pynes, R.E., and Mr. Jackson of the Public Works Department.

There are numerous other streams, even within the city limits, which require attention, but the select committee states that they recognise that the above programme will absorb all the available funds, and see no use, therefore, in adding any further recommendations for the year 1912.

It was agreed that the report assigning \$40,000 for this work for 1912 be adopted.

A GOLDEN WEDDING.

The following announcement has appeared in a London paper:

—RICHARDSON—PORTER.

On August 6th, 1861, at Amoy, China, Thomas William Richardson to Ellen Maria Porter. Present address: 27, Roland-gardens, S. W. and Swatow, China.

WEDDING AT THE CATHEDRAL.

Dr. FITZWILLIAMS remarked that in the P.C.M.O.'s minute he thought the whole object of the report seemed to have gone astray. The object of the report was not to discover variations in organisms, but to settle the question of whether the Pokfulam watershed was suitable or not suitable. He did not see, because copies of the report were not printed, that that was sufficient reason for the original not being sent down to the Board. It was at the instigation of the Board that the report was made. It seemed to him poor conclusion, if a man was dying of typhoid, to know that on Tuesdays, Fridays and Saturdays the water in Pokfulam was quite good to drink.

Mr. HEWETT—Is this report going to be circulated very shortly?

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Dr. FITZWILLIAMS—Dr. Fitzwilliams seconded, and the motion was agreed to.

The SECRETARY then read Dr. Fitzwilliams' minute, which was as follows:—I do not understand why these papers have been forwarded without a copy of the complete report, as any discussion of the matter contained in it and of the conclusions drawn must be premature. It is interesting to note, however, that the authorities now admit that the Pokfulam water is contaminated with fecal matter, and that no less an authority than the P.C.M.O. considers that the night-soil coolies are dumping their bucket loads on the watershed. This is somewhat startling after the laudation of this watershed in former official papers. As regards the conclusions, which appear to be the only complete section of this report to have been sent, I would draw attention to No. 3. The words "provided that reasonable precautions are taken" stultify the whole matter at once. "Reasonable precautions" never have been taken, and there does not seem any promise of improvement in the future. Clause No. 4 shows the character of the water which is issued to a proportion (even admittedly small) of the inhabitants of the island. This issue was the cause of my remarking the following sentence in my letter of October 29th, 1910, "that the policy of inaction of the Government in this matter was a dangerous neglect of the public welfare," and was at least one of the causes of this inquiry. The suggested extenuating circumstances of clause 5 do not hold, as only makes it more difficult to understand how the Government could possibly accept the grave responsibilities of their dangerous course.

Conclusions 7 to 15 concern themselves with faults of the filter beds, and show that they are less satisfactory in working than they might be. The summary embodying certain new conclusions might be put as follows:—(1) A small proportion of the population drink unfiltered contaminated water (which the Government declare if treated with precautions is capable of being converted into a good drinking water, but which conversion they make no attempt to carry out). (2) A large proportion of the population drink this same water after a process of filtration, which process these conclusions show to require improvement. This is the matter in the shortest number of words, and the remedy must suggest itself to anyone who knows that there is an alternative water supply. A watershed supplying water so impure that complicated processes are necessary to render it fit to drink should be condemned as early as possible. It is an assurance that this will be done that is required, and it is only reasonable to hope that after such a complete exposure of existing conditions as shown by these forwarded conclusions, that something radical will be done, and that with the least possible delay.

Mr. HEWETT—Minutes have been attached to the letter.

The PRESIDENT said he thought the attaching of a letter was a somewhat unusual form. He had read it, and it contained certain criticisms which he presumed the member would bring before the Board at the meeting. It seemed to him hardly fair on the Secretary to call upon him to read a letter running into three pages of what the member could, and he presumed would, bring forward at this meeting or some future meeting. The usual procedure had been to confine remarks on the covers which went round with papers to short criticisms; to questions and notes asking for further information which could be dealt with when the paper was brought before the meeting.

Dr. FITZWILLIAMS said the reason he attached the letter was because he was uncertain when he might be called away, and might not be able to attend a meeting at which a certain paper was to be discussed. Also he had seen attached, and had himself before attached, letters of some length.

The PRESIDENT—Minutes have been attached to the letter.

Dr. FITZWILLIAMS—Then I will alter the word "letter" to "minute."

The PRESIDENT—he would ask members to confine themselves to as short a space as possible on the covers, and to bring the matter before the Board at the meeting when it would be fully reported. He thought that would be more in conformity with the ordinary rules of the report.

Dr. FITZWILLIAMS said his letter was merely preliminary to what he had to say on the report.

Hon. Mr. HEWETT said he had written a great many minutes, some long and some short. He thought the present minute was perfectly in order if the word "Sir" was left out at the top, and the words "Yours faithfully" at the bottom. He had had to write longer minutes than the one before the meeting to attach to Government papers.

The PRESIDENT—Then I will ask the Secretary to read this as a minute.

Mr. Grant Smith, satsuma vase.

Mr. Gaudier, silver flower vase.

Mr. and Mrs. A. E. Griffin, Japanese brass vase.

Captain and Mr. Guthrie, blackwood cake stand.

Miss Hellicar, jewel case.

Mr. and Mrs. Sydney Hardy, silver photograph frame.

Mr. Arthur Harding, sashet.

Mr. and Mrs. Headlam, parrot.

Mr. and Mrs. Albert Hicks, silver fruit spoons.

Dr. and Mrs. G. M. Harston, silver sandal boat.

Lieut. Col. and Mrs. Leonard Hamilton, drawn-thread to cloths.

Mr. F. A. Hazland, gold brooch.

Mr. and Mrs. Horbury, silver bonbon dish.

Miss Ironside, coffee-making machine.

Mr. P. J. Jackson, silver-mounted tea tray.

Mr. and Mrs. Jordan, satsuma vase.

Dr. and Mrs. Willoughby Lyle, writing case.

Mr. and Mrs. H. M. Lumley, olive and pearl bracelet, silver and enamel teaspoons.

Major and Mrs. Alan I. Lean, silver rose bowl.

Mr. and Mrs. W. L. Levington, drawing.

Mr. and Mrs. Gale Moore, sandwich cases.

Rev. A. C. Merton, R. N., and Rev. W. H. Foster-Pegg, C.F., silver cigarette lighters.

Mr. and Mrs. H. M. Lumley, olive and pearl bracelet, silver and enamel teaspoons.

Mr. and Mrs. J. Robert McGregor, dragon-thread tea cloth.

Mr. and Mrs. William Nicholson, folding travelling clock.

The Matron and Nursing Staff Q.A.I.M.N.S., silver entree dish.

M. L. C. N. Milson, Mr. Tapp and Mr. N. G. Walker, blackwood tea cloth.

Mr. and Mrs. Eustace Oldroyd, afternoon tea cloth.

Mr. and Mrs. E. Roger Owen, desert knives and forks.

Mr. and Mrs. H. Herbert Pain, silver fitted no-flaw case.

Mr. Pierre Pichot, silver spoons.

Mr. Louis Pidder, afternoon tea cloth.

Mr. and Mrs. J. Powell, turquoise necklace.

Mr. and Mrs. W. T. Price, silver photograph frame.

Mr. and Mrs. H. J. Purchas, water-colour drawing.

Mr. and Mrs. W. L. Pattenden, silver toast rack.

Mr. and Mrs. E. Burns Pye, silver butter knives.

Major and Mrs. W. M. Pyne, silver bonbon dish.

Mr. and Mrs. H. R. Phillips, silver-mounted jam jar.

Mr. and Mrs. Hutton-Potts, embroidered tea cloth.

Mr. and Mrs. Arthur Quicke, photograph frame.

Mr. Henri and Mr. Pierre Ray, silver fruit spoons.

Miss E. Ross, blackwood stand.

Mr. and Mrs. F. Schooling, old Sheffield plate.

Mr. and Mrs. G. C. Taylor, pendant.

Mr. and Mrs. T. S. Town, silver inkstand.

Mr. and Mrs. Tweedie, dinner centre.

Mr. and Mrs. W. E. Tibbs, book.

Captain P. H. M. Taylor, silver bonbon dishes.

Rev. and Mrs. A. B. Thorhill, blackwood opium stool.

Captain and Mrs. St. Clair, silver serviette rings.

Mr. and Mrs. Newton J. Stabb, silver photograph frames.

Dr. and Mrs. Studman, coffee cups and saucers.

Mr. and Mrs. J. C. Taylor, pendant.

Mr. and Mrs. T. S. Town, silver inkstand.

Mr. and Mrs. Tweedie, dinner centre.

Mr. and Mrs. W. E. Tibbs, book.

Captain P. H. M. Taylor, silver bonbon dishes.

Rev. and Mrs. A. B. Thorhill, blackwood opium stool.

Captain and Mrs. Aubrey J. Thompson, coffee cups and saucers.

Mr. and Mrs. J. E. Walker, silver flower vases.

Mr. and Mrs. Ward, silver pen tray.

Mr. and Mrs. T. M. Warrall, silver purse.

Mr. Wilson (Mexico), cleque.

Lieut. Colonel and Mrs. Wrigley, silver-mounted cigar and cigarette boxes.

Mr. and Mrs. David Wood, drawn-thread tea cloth.

Mr. C. W. Wilson, ivory paper knife.

Mr. and Mrs. Edgar Watt, bonbon dishes.

Mr. and Mrs. H. M. Webb, blackwood flower stand.

Mr. G. D. Wilkinson, silver candlesticks.

W. O. S. N. C. and Men 27th Company R. A. M. C., silver flower vase.

your attention to the fact that the circulation of notes of the Bank Ultramarine in this Colony.

is illegal, and to request you to at once desist from circulating them." On the following day the defendant replied as follows: "I beg to acknowledge receipt of your letter calling attention to the fact that the circulation of notes of the Ultramarine Bank is illegal, of which we did not seem to help them at all. He had often tried to put some meaning to that definition but had been unable to do so. He submitted that under section 62 of the Magistrates' Ordinance this Court had power to hear any offence in respect of which an indictment would lie and if he satisfied his Worship that an indictment would lie then he submitted that the Court had power to issue a summons. When the legislature prohibited an act disobedience of the prohibition constituted an indictable offence.

Mr. Harris said he thought it was admitted that the Ordinance was framed on the Bank Charter Act, and that Act said no person shall issue a note. He submitted that it was omitted not to make it a criminal offence, but with the idea of obtaining an injunction.

His Worship intimated that he would like to hear further argument on the point, and evidence was taken and the hearing adjourned.

STATUE OF LIBERTY IN DANGER.

An examination of the Statue of Liberty at New York has shown that the bronze sheeting is disintegrating, owing to the action of water and air.

INITIATIONS.

The Food Question

EVERYTHING

OF THE

BEST:

PROVISIONS.

WINES

AND

SPIRITS.

H. RUTTONJEE & SON, HONGKONG.

50

Chas. J. Gaupp & Co.

Have Just Received a New Selection of Goods from

MAPPIN & WEBB, LONDON, Comprising—

SILVER CUPS.

PRESENTATION PLATE.

TEA SERVICES.

TABLE WARE.

CUTLERY.

FISH KNIVES and FORKS.

DRESSING CASES with SILVER FITTINGS.

LEATHER HAND-BAGS and WALLETS.

RAZORS.

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NEW ADVERTISEMENTS

WANTED.

AGENTS Wanted for the Sale of Well-known, Highly Matured Scotch Whiskies. Terms Liberal. Apply— D. A. RHIND & CO., LTD., Leith, Scotland. [1078]

TO BE LET—OR SOLD.

A HOUSE on Barker Road. Apply to— DENISON, RAM & GIBBS, Hongkong, 30th August, 1911. [1079]

WANTED.

AN ASSISTANT COSTS CLERK. Preference given to Applicants with previous experience. Apply— DEACON, LOOKER & DEACON, 1, Des Vaux Road. Hongkong, 14th August, 1911. [1039]

WANTED.

WANTED, position by a GERMAN, over ten years' experience in Export and Import Trade in Canton, Hongkong and Shanghai. Replies will be treated strictly private. Apply—

“COMERCIASTE” Office, Care of “Daily Press” Office, Hongkong, 14th August, 1911. [1027]

NOTICE.

WE, the UNDERSIGNED, have been appointed the SOLE AGENTS for the Sale of “ELLIS CRIMSON PILLS” and “RAPID CURE,” manufactured by the STANDARD CHEMICAL FACTORY of NEW YORK, BERLIN, and SHANGHAI. S. D. SETNA & CO. Hongkong, 12th August, 1911. [1019]

NOTICE.

WE have OPENED our OFFICE in HONGKONG for the Sale of “ELLIS CRIMSON PILLS” and “RAPID CURE,” and have appointed MESSRS. S. D. SETNA & CO. Sole Agents for their Sale in HONGKONG CANTON, SOUTH CHINA, STRAITS SETTLEMENTS and INDIA, THE STANDARD CHEMICAL FACTORY of NEW YORK, BERLIN, and SHANGHAI. Hongkong, 12th August, 1911. [1020]

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, Mailed direct to you for 10/- Write to-day.

B. WEINGOTT, Dept. J. Wanaganu, New Zealand. [984]

BROWN, JONES & CO., 41, Morrison Hill Road.

METAL and PORCELAIN WREATHS, CROSSES, ANCHORS, HEARTS and GLASS CASES from \$5.00 up. MEMORIALS new designs in stock. Telephone 423. Hongkong, 1st June, 1911. [776]

FOR SALE.

DEBBINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to— C. SCHROETER, Care of MESSRS. GARRELS, BORNER & CO., King's Buildings, 113rd. Hongkong, 10th July, 1911. [923]

GRACA & CO.

PRINTER (Hongkong Hotel Building), DEALERS in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c. Just Received a Fine Selection of FLOWER and VEGETABLE SEEDS. Also for Sale. A few rare Macao provincial Stamps of 1 cent POSTAL, 2 cent and 3 cent surcharged Cut Stamps. Inspection Invited. [891]

A LING & CO.. 19. QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE. Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [609]

INTIMATIONS

THE ROYAL HONGKONG GOLF CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the ROYAL HONGKONG GOLF CLUB will be held at the GOLF HOUSE, HAPPY VALLEY, at 6.30 P.M. TO-DAY (WEDNESDAY), the 30th August, 1911, for the purpose of considering and (if thought fit) passing the following Resolution:

That the Committee be and they are hereby authorized to raise a sum of money as may be decided upon and for the purpose of securing the same to issue debentures bearing interest at 6 per cent. per annum and charged upon the undertaking and general assets of the Company, to be in such form and to contain such provisions as the Committee may deem expedient.

Dated this 19th day of August, 1911.

By Order,

G. CLOSE, LT. COL. R.E., Hon. Secretary.

Hongkong, 22nd August, 1911. [1057]

DIOCESAN BOYS' SCHOOL AND ORPHANAGE.

SCHOOL RE-OPENS on FRIDAY, the 1st SEPTEMBER. For Terms, &c., apply to—

THE HEADMASTER.

Hongkong, 29th August, 1911. [1076]

CONCERT.

A GRAND PROMENADE CHARITY CONCERT, on behalf of the family of the late Private W. F. TAYLOR, Infantry Company, Hongkong Volunteer Corps, will be held on the Volunteer Parade Ground, on SATURDAY, the 2nd September 1911, at 9.15 P.M.

If wet the Concert will be held in the Drill Hall.

Tickets \$2 and \$1 can be obtained from MESSRS. KELLY & WALSH, or from VOLUNTEER HEADQUARTERS.

By kind permission of Lieutenant-Colonel L. A. H. HAMILTON and Officers the Band of the 1st K.O.Y.L.I. will attend.

Hongkong, 15th August, 1911. [1036]

THE ESTATE OF the late Mr. CHOA CHUNG HOWE, Deceased.

NOTICE IS HEREBY GIVEN that Creditors of the above Estate are requested to send in particulars of their respective Claims against the same to the Undersigned on or before the 21st day of September, 1911, after which all further Claims will be excluded. Creditors failing to send in their Claims in time, do so at their own Risk.

CHOA CHOO MOON, Agent for CHOA LIN SZE, Administrator of the above Estate, No. 36, D'Aguilar Street, Hongkong. Hongkong, 21st August, 1911. [1053]

AUSTRALIAN BUTTER.

There is Nothing better than the best. We keep it. Do you want it?

FOUR BRANDS!

FOUR PRICES

Fresh, Sweet, Firm and cold as ice.

THE DAIRY FARM CO., LTD.

[36]

NEW CARTRIDGES.

BY popular English Manufacturer. In all Colors and Sizes.

SMOKELESS POWDER and CHILLED

SHOTS. From No. 10 to SSSG. at \$6.37 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [608]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the session 1910.

REVISED BY THE MEMBERS.

PRICE \$1.

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Hongkong, 21st February, 1911.

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TO LET

TO LET.

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NO. 10, MACDONNELL ROAD. GODOWNS. To Let, at Blue Buildings, 4a, Praya East. “REGGIANI,” 39, The Peak. GODOWNS, 151 to 155, Praya East. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 30th August, 1911. [113]

TO LET.

On or about 1st March, 1912. SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd. A. S. WATSON & CO., LTD., Alexandra Buildings, Hongkong, 29th August, 1911. [1077]

TO LET.

THE BUILDING now in occupation of THE MERCANTILE BANK OF INDIA will be Let from 1st January, 1912. GODOWNS in Missions Lane, good for storage of Wines and other Articles. Rent for moderate.

Apply to— DAVID SASOON & CO., LTD. Hongkong, 13th July, 1911. [627]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [116]

TO LET.

OFFICES on Ground and First Floor in Chater Road, very central position. HARTING and RODGATE, near The King's Park, Kowloon.

No. 7, DUDDELL STREET, 1 Godown, “KELLETT CREST,” No. 66, PEAK. No. 9, BEACONSFIELD ARCADE (Shop).

BEACONSFIELD.

No. 57, PRAYA GRANDE, Macao.

FOR SALE—TOP CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings, Hongkong, 29th August, 1911. [113]

TO LET.

GODOWNS, 95 and 96, Praya East. Apply—

CHATER & MODY. Hongkong, 31st March, 1911. [121]

TO LET.

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rents.

KOWLOON MARINE LOT 48, Yau Ma Tei, Area 83,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911. [892]

TO LET.

GODOWN, No. 5a, DUDDELL STREET. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [114]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of “The Mystic Flower Land,” etc.)

THE VOLUME which consists of 166 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwei Lin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, make “CHILDREN OF FAR CATHAY” an excellent volume for presentation to friends at Home.

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THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:

12 months 4% per annum.

6 do. 3½% do.

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C. WOLDRIDGE, Manager, No. 8, Des Vaux Road Central, Hongkong, 15th August, 1903. [24]

A ROYAL PHYSICIAN'S VIEWS ON A COMMON COMPLAINT.

"I feel all floppy." We all know what it means. Although there is no actual disease, there is a mental indisposition and a physical lassitude which is exceedingly annoying.

A pick-me-up is the sufferer's agent need. Those who are wise pin their faith to Samotogen, that great revitalising, reconstituting tonic-food whose manifold merits have been acclaimed by considerably more than fourteen thousand doctors, including ten physicians to crowned heads of Europe.

By acting on the nervous and physical sides of the body and, at the same time, improving the condition of the blood, Samotogen tones up the system as a key winds up a watch, and imparts a sense of keen fitness for physical exertion and a vigorous mental alertness so that one feels able to do anything.

Hundreds of doctors have testified to Samotogen's power of giving tone.

Dr. G. Quirino, Physician to H.M. the King of Italy, says:—"I have used Samotogen with marked benefit in the case of weakly children, and in convalescence after long illnesses. I consider the preparation a most excellent tonic-food."

It is noteworthy that in convalescence, after long illness, this feeling of "happiness" is particularly prevalent, and, as the King of Italy's physician points out, Samotogen is markedly useful at this time.

Samotogen may be obtained of all Chemists.

[105-345]

John Palmer & Co.
The Wine Merchants of the East

NAPIER JOHNSTONES'
"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from All Wine Merchants.

[56]

"Analysis PROVES that

PLASMON
OATS

are Scotland's Best — "Enormously increased in food value by the addition of Plasmon." Lance.

PORTRAIT IN PERFECTION.
4 minutes boiling only.

PLASMON is used by the ROYAL FAMILY

Plasmon, Ltd., London, Eng.

KEATING'S
WORM TABLETS

A purely
Vegetable
Sweetmeat

Sold in
Bottles by
all Druggists

Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. Perfectly safe, mild, and especially adapted for children. To be obtained of all Druggists. Proprietor, THOMAS KEATING, London, Eng.

APIOLINE
(CHAPOTEAUT)

LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, Steel Drop and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by a Chemist.

[105-346]

SELF CURE NO FICTION! NO DIFFERENT MEDICINE
THE NEW FRENCH REMEDY.

THERAPION No. 1

(a remarkably short time, often a few days only.)

Cure discharge (otherwise) suspending injections

THERAPION No. 2

Cured blood poison, bad legs, ulcers, sores, painful swollen joints, &c., when mercurial treatment fails.

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Cure chronic weakness, lost vigor and vital force.

Either Number Therapion & all self treatment

mercurial, &c., & all other cures— from

The "C. & C. Medical Co., Hackney, London, Eng." Try New Dragees (Tablets)

Form of Therapion, easy to take, safe, lasting cure.

British Govt. Stamp affixed to every genuine packed

X THERAPION X CURES TO STAY CURED.

THE ACCIDENT TO THE
"EMPEROR OF CHINA."

NAVAL COURT OF INQUIRY.

DECISION OF THE COURT—CAPTAIN AND
OFFICERS EXONERATED.

At the request of Captain Archibald, the commander of the C.P.R. steamer *Emperor of China*, a Court of Inquiry was held this morning at the British Consulate-General, Yokohama, to investigate the circumstances surrounding the stranding of the vessel of Shirahama on the morning of the 27th ultime. Mr. Thos. Harrington, Vice-Consul-General, was President of the Court, and with him were Captain Robt. David Owen, Master of the British steamer *Ajac*, and Captain Godfrey John Caldwell, Master of the British steamer *Scotia*.

Mr. R. Boulter, of the Consulate-General,

was Clerk of the Court. Mr. N. W. McIvor

watched the proceedings on behalf of the

C.P.R. Company and the Captain, Mr. W. T.

Payne, General Agent for Japan and China,

being also present.

Captain Archibald, R.N.R., was the first

witness. He stated that the *Emperor of China*

left Vancouver for Yokohama on July 14th,

and sighted the coast of Japan on the morning of

the 26th. The ship experienced fine weather

across the Pacific until the coast of Japan was

reached, when the weather became unsettled.

At 4 a.m. on the 26th the wind was S.E.

and moderate, the glass standing at 29.65

and falling rapidly. At 6 o'clock the wind

and sea had increased owing to a moderate

breeze. He was then steering to make Klikuyan

Island, about 5 miles off, but at

7.45 the weather became worse, blowing a fresh

wind. There was a very high sea, with all

indications of an approaching typhoon. He

decided to slow the ship down and haul her off

land, and head away to the Eastward. He set

the course at S. 66 E., bringing the wind and

sea about two points on the starboard bow. The

ship was going only about 4 knots, owing to the

heavy sea, but made very good weather. At 9

a.m. the wind dropped to a calm, and shortly

afterwards freshened up to the South-west, with

a very high confused sea. After an hour or so

the weather began to improve, and the glass

started to rise. As the sea decreased

he brought the ship back to a South-

westerly course. At noon the weather cleared

and he increased the speed to 11 knots and

obtained the latitude. At 4.50 p.m. on the 26th

he sighted the peak at Kinkawan Island,

bearing N. 53 West, distant about 25 miles.

At 250 he got sight and fixed the ship's

position 37 degrees 49 miles North and 142

degrees 2 miles East. He then set the course

for Inuboyesaki, to pass it about five miles off.

In working the thing up in your mind

afterwards, where do you think the main

effect of the current struck?—I think the effect

of the current was first felt probably as soon as

we got past Inuboyesaki. The current came

directly from the south-west.

Then you must have passed close to Katsuraw-

an?—Yes, very close, within three or four

miles. And yet no indications of land?—No indica-

tions.

Was the course you took, or endeavoured to

take, the recognized bad weather course?—I

should say it was the very outside course

of what I have been used to steering.

Because it was not what I should call a clear

night. There was a certain amount of fog and haze.

Then in your opinion you steered not only a

safe but an extra safe course?—Yes, an extra

safe course.

How far do you think you were off land when

you saw the breakers?—It is difficult to say, as

the white smoke was deceptive. But I should

say not more than a cable off.

You were on watch from about 4 o'clock?—

I was on watch all night.

On the trip from Vancouver, did you find the

ship all right?—Yes.

How were the compasses? Any trouble?—

No trouble.

When were they last tested?—At Hongkong,

about two years ago. But we often swing ship

around.

Have you had any previous accidents?—Only

one, the ship running on Haimingam.

But a pilot was in charge of the

ship at the time; I was in bed.

In sounding you took were at an interval

of 35 minutes. Is that the usual interval in

case of doubt?—We had reason to think we

were far away from land. The last sounding

of the ship was at 15 miles off. We did not

know where we were, but still I took another

sounding.

After leaving Inuboyesaki, how many times

did you change your course?—Seven times.

No soundings taken of Katsurawan?—No.

Outside EVIDENCE AS TO THE CURRENTS.

Captain Connor, a well-known shipmaster on

the Japan coast, was the next witness called.

Being asked by the Court for his experience as

to the currents on the Japanese coast he said:—

"I have sailed on the coast between Shanghai,

Yokohama and Hakodate twenty-eight years.

I have many times found very erratic currents

after storms, and I have never been able to

locate anything steady in them. The make-up

wind previous to a storm coming from different

directions, have different sets and currents.

After storms I have gone out of different

ports and set a course to make allowance

over what I believed to be the set of the

current, and I have found that I made

my allowance the wrong way. My experience

on the coast is that it is impossible to tell

what currents you are going to meet after a

storm. On one occasion coming from Hak-

odate in the Satsuma-maru, after passing

Inuboyesaki, three miles off, I steered a

RUBBER SHARES.

SINGAPORE QUOTATIONS.

ON 18TH AUGUST, 1911.

MESSRS. LYALL AND EVATT'S LIST.]

Nom. Value.	Buyers.	Sold.
2s Aligar	3s	3s
2s Aligar. Options	1s	1s
£1 Anglo-Java	3s	5s
1 Am-Johore	6s	7s
2s Anglo-Malay	15s	16s 10s 4s
£1 Anglo-Sumatra	5s	6s 9s
1 Ayer Kuning	13s	17s
1 Bantam	4s	4s 6s
2s Batam	1s 10	2s 2s
2s Batu Caves	22s 25s	
1 Batu Tiga	6s 5s	7s
1 Bentong-Borneo	1s 6	17s 6s
1 Bukit Kajang	3s	3s 6s
1 Bukit Lintang	6s 9s	7s
2s Bukit Merah	2s	2s
2s Bukit Rajah	22s 24s 4s	2s 2s 6s
2s Bukit Selangor 185 pd.	1s	dis 6s 6s
£1 Carey United-Us.p.d.	5s	10s 10s
1 Castleford	10s 11s 6s	
2s Chersoneze	2s 11	3s 6s
2s Chersoneze options	9s	1s 4s
2s Chittagong	1s	1s 3s 1s
2s Cicely Ord	32s 6s	3s
2s Consolated Malay	15s 1s	16s
£1 Damansara	10s 11s 2s	
1 Denshaw	2s 2s	
2s Edinburgh	7s 10s	9s
£1 Federated Selangor	19s	21s
2s Galing-Besar	3s	4s 6s
£1 Golconda	7s	8s 6s
1 Golden Hope	7s 8s	
1 Hajape	7s 8s	
1 Hockland	17s	18s 7s 6s
2s Hockland	4s	4s 6s
£1 Highlands & Lorylands	7s 6s	8s 2s 3s
1 Inch Kenneth	18s 3s	19s 6s
2s Jasin	1s	1s 2s
£1 Johore R. Lands 10s 1d	6s	10s 6s 1d
1 Juna	1s 0s	1s 3s
2s Katingan Kwantang	9s 6s	11s 3s
2s Kamuning 1s.pd.	2s 6s	3s 1s
2s Kepulauan 1s.pd.	4s 6s	5s
£1 Kapur Para	13s 5s	14s 6s
1 Kepitigala	10s	12s 4s
£1 Koping	11s 3s	12s 5s
2s Kota Tuggi	1s 10	2s 3s
£1 Kuala Lumpur	11s 8s	12s 6s
2s Lubil (P.M.S.)	7s 10s	8s 6s
21 Lanark	6s 1s	7s
1 Leyteh 1s.pd.	5s 5s	6s
2s Linggi Ord	38s 7s 40s 1s	
2s London Asiatic	9s 6s	10s
£1 Lum 1s.pd.	8s 9s	12s 3s
1 Malacca 7s 1s.pd.	16s 1s	17s 3s
1 Melaka 7s 1s.pd.	3s 4s	
2s Merlimau	1s	1s 1s
2s Mount Austin Options	26s 3s 3s 1s	
£1 Mount Austin	48s	60s 1s
1 N.Hammeek 16s 6 pd.	2s 2s	
2s Padang Java	2s	2s 8s
2s Patung	3s 9s	42s 6s
2s Palaput	3s 3s	4s 5s
2s Perak	5s 6s	6s 4s
£1 Permas	18s 9s	22s
2s Port Dickson 1s.pd.	par	8s 4s 1s
1 Renbiah Prof.	21s	24s
1 R. Est of Johore	15s 1d	25s 30s
2s R. Est of Krian	2s 3s	7s 10s 1s
£1 R. Inv. Trust 10s 1d	6s 7s 7s 1s	1s
1 Sagai	20s	22s
1 Sapong	25s	27s
1 Seafeld	8s 9s	9s 8s
2s Selangor	3s 4s	4s 9s
2s Sembilan 18s 1s.pd.	3s 5s	4s 6s
2s Singor Kapar	3s	4s
2s Simeitan	7s 8s	80s
1 Sh-Jord	4s	5s 6s
1 Shilang	27s	34s
2s Singapore Para	3s 3s	4s 4s
2s Straits S. Berkin	5s 3s	5s 6s
£1 Straits Rubber	90s	102s
2s Sumatra Para	7s 10s	8s 8s
£1 Sungai Choh	6s 7s	7s 8s
2s Sungai Kapar	9s 7s	10s 6s
£1 Sungai Krian Prof.	2s 2s	26s
1 Sungai Sabah	5s 3s	7s 3s
1 Sungai Way	95s	101s 3s
2s United Sumatra	6s 7s	7s 6s
2s United Tiongkok 1s 3 pd.	7s dis	8s 3s 1s
2s Val d'Or	1s 10	2s 3s
2s Vallombrosa	27s	28s 6s
2s Yau Sung	7s 3	8s 6s
2s Aboi Gajah	8s 10	15s
10 Ayer Hitam	34s 00	36s 00
1 Ayer Kuning	0s 50	0s 70
1 Ayer Molok	1s 62	1s 67
5 Ayer Paku	3s 70	3s 80
1 Baluweh	82s 85s	85s
1 Bukit Tambuah	8s 0	10s 00
1 Bukit Timah	0s 55	0s 65
10 Chukiat Sordans	4s 40	4s 60
10 Chow, 8s pd.	2s 5s	3s 00
£1 Duff	2s 7s 5s	
5 Glensley	1s 25	1s 30
5 Haytor	6s 00	7s 2s
10 Heurtier, 8s pd.	1s 00	1s 00
10 Indragiri	5s 00	6s 00
1 Jinch	0s 22	0s 25
5 Kolehak 84 pd.	3s 00	3s 75
5 Kompas	2s 40	2s 50
5 Lomas	1s 00	1s 35
1 Melaka Pinla	0s 47	0s 52
2 Melaka	1s 30	1s 40
5 Muntia 350 pd.	0s 50	0s 50
5 Muiri	0s 5	1s 05
2 New Serendah	1s 90	2s 10
5 New Singapore	5s 20	5s 30
1 Nyalas	0s 27	0s 30
5 Pajang	8s 50	9s 00
1 Pantai	1s 10	1s 15
10 Pegoh	27s 75	29s 00
10 Puan Balang, 82s 50 pd.	1s 00	1s 00
1 Pungkor	0s 35	0s 45
5 Revilla	8s 30	8s 75
2 Sandycroft	1s 80	1s 90
2 Singap. & Johore	97s 10	100s 00
2 Sungai Bagan	0s 75	0s 85
10 St. Helens	16s 00	
1 Tambak	0s 50	0s 60
5 Teluk Asuar	4s 00	4s 25
2 Trafulur	0s 70	0s 80
1 Ulu Pandan	0s 50	0s 55
1 United Malacca	0s 50	0s 55
1 United Singapore	1s 10	1s 15
Rs. 5 Jelong	81s 25	120s 00

TARIFF AND ALLIANCE.
THE FAR EASTERN SITUATION REVIEWED.

on grounds of high policy, it is somewhat unfortunate that the Japanese concentration on trade, in these latter days of economic expansion, commercialism, and Imperial power, go hand in hand. The interdependence of a nation's fiscal system and its foreign policy becomes daily more pronounced. Modern statesmanship has to reckon with the possibility that tariffs may endanger alliances and that wars may be waged for commercial, rather than for political, reasons. The renewal of the treaty between Great Britain and Japan for a further period renders appropriate an estimate of the forces and factors at work in the rapidly developing East, where, it will be seen, economic considerations outweigh all others.

Some ten years have passed since the inception of that first of political unions between East and West in modern times—the Anglo-Jap alliance; and, with the passing of the years, the conditions which brought it into being, Russian ambition can hardly be said at the present time, to constitute a disturbing factor in Eastern Asia; Alexioff's dream of a "Viceroyalty of the Far East" has been lost in the reality of a Russo-Japanese entente. Similarly the North-West of India from frontier monarchs, so long the nightmare of British statesmen, has been exorcised by an Anglo-Russian understanding, amicable and comprehensive. On the grounds of high policy, therefore, the alliance between this country and the British of the East may be held to have deserved well of its creators; and, if it has given the statesmen responsible for the safety of our great Indian dependency a sense of relief unknown for many years, it has enabled Japan to rest undisturbed in the possession of her laurels as the military ruler of the Far East.

However, in the wake of the Portsmouth Treaty, economic considerations came increasingly into play. The rulers of Japan have learned a great lesson—a lesson which even the first Napoleon failed to grasp in time—namely, that national predominance, if it is to be sought also than ephemeral, cannot be based on military power alone. The Japanese people (or, rather, their rulers for them) now aspire, to become that which the genius of Bonaparte encountered in vain—"a nation of shopkeepers." In other words, the England of the East has resolved to rear the national edifice, and the hegemony of Eastern Asia it involves, on the foundations of commercial supremacy.

STATE-PROMOTED COMMERCIAL ENTERPRISES.

With this end in view, the Katsuma Cabinet set to work in a characteristic fashion to surmount the difficulties which confronted them. These were, in brief, the loss of credit consequent on the war, and on the general depression which followed; the unfavourable standing of the average Japanese merchant in the matter of commercial prosperity, emphasised by a distressing series of irregularities on the part of company promoters; and, finally, the deficiency in natural resources which is the lot of the Island Empire. To-day the result of an extended course of paternal administration is that practically all the great commercial enterprises are under Government auspices. Cabinet Ministers make tours through the chief industrial centres, inculcating the principles of commercial morality; and the educational code from the earliest grades is carefully framed with the same object. Externally, a policy of continental expansion has been inaugurated, so that what Nature has denied to the islands of Japan may be found in Korea and South Manchuria; and a tariff has been devised to yield the largest possible revenue, while at the same time protecting and stimulating the development of home industries. Indeed, it is not too much to say that in the manifold activities of such quasi-official concerns as the South Manchurian Railway and the Oriental Colonisation Bureau of Chosen, the Katsuma Ministry looks for economic salvation; while it attaches hardly less importance to the statutory tariff as a means to the same end. It can be imagined, therefore, with what mixed feelings the Manchurian neutralisation proposal of Mr. Schlesinger was received by the Japanese people. It is characteristic of the Oriental that he does not wear his heart on his sleeve, and the Japanese is no exception to the rule. However, those who were in a position to gauge the popular indignation at the time can testify that it was inferior only in degree to that evoked by the Three-Power intervention in Linting at the close of the China-Japanese War. Be that as it may, this invitation to "pool" for the benefit of the world at large has the one solid benefit that Japan has to show as the result of a costly war came with a shock of disillusionment to the nation, which, for some years previously, had been making special endeavours to win the good regard of America. The annexation of Korea, as serving to diminish the opportunities for further "exploitation" of a like philanthropic character, became, from that moment, merely a question of months.

UNPOPULARITY OF THE ALLIANCE.

To the British public as a whole it may come as a surprise to learn that neither Japan, as a nation, nor the Alliance of 1905, as a bond between East and West, has been viewed with much favour by their compatriots in the Far East. Towards this result commercial, moral, and political considerations have contributed, in diminishing degrees, respectively. To begin with, cheap labour and Government subsidies render the Japanese merchant a formidable competitor of his Western *confrere* along the whole Pacific Coast from Vladivostok to Singapore. Secondly—and this is a national misfortune—the Japanese character does not always show to advantage either in business transactions or in social relationships, as understood and followed in the West. Finally, it cannot be denied that the attitude of Japan towards China of late years, with its tendency to high-handedness, has produced an unfavourable impression on Europeans throughout the East, no less than on the Chinese themselves. With the exception of one or two journals approximating to the type of the paid advocate, the European Press in the Far East is distinctly anti-Japan in tone. This is the more marked in the case of the half-dozen papers published in English in the former treaty ports of Japan, and may be said to reflect, in the main, the sentiment of the foreign communities there resident. The increasing keenness of Japanese competition, with the noticeable leaning towards direct trade at the expense of the foreign middleman, the greatly enhanced cost of living—mainly the result of higher duties on articles intended for foreign consumption: and the very natural desire of the Japanese authorities to remove the last vestige of extra-territorial privileges have combined to create a feeling of resentment which the foreign residents have not at all times successfully concealed, nor the Japanese authorities sufficiently ignored.

COUNT KO: URA'S "FAUX PAS."

Such was the situation in Japan when Count, now Marquis, Komura made his famous allusion to Great Britain as Power with whom, being of the Free Trade persuasion, there was "no room for a commercial treaty on a basis of mutual tariff concessions." Through little or no argument could be adduced against the Alliance by its opponents

MAIL TABLES FOR 1911.

Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival as well as their destinations, of the dates of return Mails.

Mounted on Card 30 Cents

On Paper 20 "

On Sale at the Hongkong Daily Press Office.

Hongkong, 5th February, 1911.

INTIMATION.

MARK THIS.—If every man, when he bought a Typewriter, knew what his Typewriter would be worth "FIVE YEARS AFTER," no man would ever buy anything but a REMINGTON.

SIEMSSSEN & Co., SOLE AGENTS

FOR

HONGKONG, CANTON AND SOUTH CHINA AND FORMOSA.



[133-2]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000

i.h.p., Comdr. A. Lowndes, Weihaiwei.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns,

7,000 i.h.p., Captain E. B. Kiddie, Weihaiwei.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKAROEM	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIPANAS	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIMANOEK	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIBODAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAVA	Second half of Sept.
TJIKINI	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJILATJAP.	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJILLIWONG	JAVA	First half of Oct.	SHANGHAI	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

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Hongkong, 28th August, 1911.

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REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C., SEATTLE &
PORTLAND (O.R.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS.

Steamers	Tons	Dw.	Captain	To Sail on or About
SUVERIC	11,000		F. S. Cowley	5th September.
KUMERIC	11,000		G. B. McGill	3rd October.
LUCERIC	11,000		J. Mathie	25th October.
HERCULES	7,000		R. Wilhemsen	10th November.

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Calling at AMY and KEELUNG if sufficient inducement offers.

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PROPOSED SAILINGS.

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16th September.

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5th October.

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THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

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PROPOSED SAILINGS.

FROM HONGKONG:

Frequent Sailings.

FROM CALCUTTA:

End August.

End September.

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(MANAGING AGENTS).NEW LINE OF STEAMERS
TO
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Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... to be despatched End December.

S.S. "KATANGA" ... 5,600 tons ... to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED.
(MANAGING AGENTS).

Hongkong, 28th August, 1911.

[1075-173]

THE BANK LINE, LIMITED.
(MANAGING AGENTS).

SHIPPING

ARRIVALS

AKI MARU, Japanese str., 3,995. K. Homma, 27th August—London, 22nd July. General Nippon Yusen Kaisha.
CHINHUA, British str., 1,349. Benson, 29th August—Shanghai, 24th August. Mails and General—Butterfield & Swire.
HITOMI MARU, Japanese str., 5,232. H. Fraser, 26th August—Nanking, 25th August. General Nippon Yusen Kaisha.
MICHAEL JENSEN, German str., 952. T. Petersen, 23rd August—Swatow, 23rd August—Jardine & Co.
TAIRION, Chinese str., 298. Aug.—Canton.
TOUBANE, French str., 3,104. G. Lancelot, 28th Aug.—Yokohama on 15th Shanghai 25th Aug.—General Messageries Maritimes.
YUENHWA, British str., 1,128. P. H. Rolfe, 29th August—Manila, 26th Aug. General Jardine, Matheson & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE, 29th August.
Chou-ku Maru, Japanese str., for Swatow.
Ching-ying, British str., for Shanghai.
Hainan, French str., for Pukoo.
Hon, Etc., British str., for Amoy.
Nikko Maru, Japanese str., for Nagasaki.
Ni-pou Maru, Japanese str., for Moji.
Si-kung, French str., for Haiphong.

DEPARTURES

29th August.
CATHERINE APPAL, British str., for Singapore.
CHINTUA, British str., for Canton.
CHIYUEN, Chinese str., for Shanghai.
CHIYUING, German str., for Hiohio.
GERMANIA, German str., for Canton.
HAITIAN, British str., for Swatow.
HOSSA, British str., for Amoy.
PARLAT, German str., for Swatow.
SEXTA, German str., for Hiohio.
SINGAN, British str., for Hiohio.
TAI-ING, British str., for Manila.
TOURQUE, British str., for Europe, &c.

SHIPPING REPORT

The French str. *Toussaint* reports: Typhoon in the Formosa Channel.
The British str. *Chinqua* reports: Anchored at Amoy 35 hours for typhoon.

VESSELS EXPECTED

THE AMERICAN MAIL

The T.R.K. str. *Chigo Maru*, with U.S. mails, arrived at Yokohama on the 26th inst., sailed for this port on the 28th instant, and is due to arrive at this port on or about the 5th prox.

THE AUSTRALIAN MAIL

The E. & A. str. *Albion* from Sydney, &c., is due at Manila on the 4th prox.
The I.G.M. str. *Prinz Sigismund* left Sydney on the 25th instant, at 11 a.m., and may be expected here on or about the 19th prox.

THE CANADIAN MAIL

The C.P.R. Co.'s str. *Monteagle* arrived at Moji at 2 p.m. on the 28th inst., and left again at 2 p.m. on Tuesday for Shanghai, where she is due to arrive at noon on the 31st inst.

The C.P.R. Co.'s str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd instant a.m.

THE ENGLISH MAIL

The P. & O. str. *Delta* left Singapore for this port on the 25th instant at 6:30 p.m. with the outward English Mail, and is due here to-day at about 6 a.m.

THE GERMAN MAIL

The I.G.M. str. *Gaukau*, carrying the German Mail with dates from Berlin of the 9th instant, left Colombo on the 27th instant p.m., and may be expected here on or about the 6th prox. p.m.

THE INDIAN MAIL

The Indo-China str. *Nam sang* from Calcutta and the Straits left Singapore for Hongkong on the 24th instant, at 6 p.m., and is due here to-day 6 p.m.

The Indo-China str. *Kum sang* left Calcutta for the Straits and Hongkong on the 19th inst., and is due here about the 4th prox.

MERCHANT STEAMERS

The Simson & Co.'s str. *Germania*, with mails from South Sea Islands, left Yap on the 25th instant, and may be expected here to-day 20th.

The N.Y.K. str. *Yawata Maru* (Australian Line) left Kobe for this port via Moji and Nagasaki on the 24th inst., and is expected here to-day p.m.

The H.A. Linie str. *Ambra* left Shanghai on the 27th instant a.m., and may be expected here to-day p.m.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Singapore for this port on the 25th Aug., and is expected here to-morrow.

The str. *Gleek* passed the Suez Canal on the 25th ult., and is due here on or about the 1st prox.

The N.Y.K. str. *Inabe Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 25th instant, and is expected here to-day on the 3rd prox.

The "Ben" Linie str. *Perseus* from Mid-dlesbrough and London, left Singapore on the 27th inst. for this port.

The N.Y.K. str. *Bingo Maru* (Bombay Line) left Bombay for this port via Singapore on the 25th instant, and is expected here on the 12th prox.

The American & Manchurian Line steamer *Malaya* passed the Suez Canal on the 22nd instant, and is due here on or about the 18th prox.

The str. *Glenburg* passed the Suez Canal on the 22nd instant, and is due here on or about the 24th prox.

The T.R.K. str. *Eury Maru* sailed from Honolulu for Hongkong on the 26th inst., and is due here on or about the 29th prox.

VESSELS ON THE BERTH

FOR SHANGHAI

THE P. & O. S. N. Co.'s Steamship
"DELTA," Captain E. P. Martin, R.N.R., will leave for Shanghai TO-DAY, the 30th inst., at 5 p.m. For Freight or Passage, apply to
E. A. NEWBETT,
Superintendent,
Hongkong, 28th August, 1911. [1]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & BIZ.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	S. Bartram	P. & O. S. N. Co.	On 2nd Sept. at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	About 6th Sept.
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 20th Sept.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	FURST BULOW	Ger. str.	—	Jager	HAMBURG-AMERIKA LINIE	On 14th Oct.
HAVRE, ROTTERDAM & HAMBURG &c.	PREUSSEN	Ger. str.	—	Baltic	HAMBURG-AMERIKA LINIE	On 20th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	AMBIA	Ger. str.	—	Feldmann	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	ALESSIA	Ger. str.	—	Habel	HAMBURG-AMERIKA LINIE	On 15th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	RHENFELS	Ger. str.	—	Weyhausen	HAMBURG-AMERIKA LINIE	On 29th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	—	Rossau	HAMBURG-AMERIKA LINIE	On 12th Oct.
COPENHAGEN & BALTIK PORTS	YEDDO	Swed. str.	—	—	OLYWIWI CO., LTD.	About 20th Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIGANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	To-day.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 13th Sept. at D'light
NAPLES GENOA ALGIERS GIBRALTAR & SOUTHAMPTON TRIESTE, &c., VIA SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	—	F. von Binzer	MELCHERS & CO.	About 6th Sept.
TRISTE, &c., VIA SINGAPORE, &c.	VOORWAERTS	Aus. str.	—	R. Dannecker	SANDER, WIELER & CO.	On 27th Sept.
BOSTON & NEW YORK VIA PORTS & SUZ CANAL	KATUNA	Aus. str.	—	—	SHEWAN, TOME & CO.	On 15th Sept.
BOSTON & NEW YORK	ROSSERIC	Aus. str.	—	—	ABENHOLD, KARBERG & CO.	On 15th Sept.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	MONTEAGLE	Brit. str.	—	R. S. Cowley	THE BANK LINE, LIMITED	On 5th Sept.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	W. Davison	CANADIAN PACIFIC R. CO.	On 12th Sept.
VICTORIA, C.B. & TACOMA VIA KEELUNG, &c.	SSATILE MARU	Jap. str.	—	E. Beetham	CANADIAN PACIFIC R. CO.	On 14th Oct.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	IBABA MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 6th Oct.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MEXICO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 6th Oct.
SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN, &c.	CHINA	Aus. str.	—	S. Tominga	—	On 1st Sept. at 1 P.M.
MANCHURIA	CHIYU MARU	Aus. str.	—	—	E. Street	On 15th Sept. at Noon
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	W. W. Gross	On 1st Sept. at Daylight
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	ELVIND MEYER	On 1st Sept. at 6 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	T. Scine	On 1st Sept. at Noon
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	T. Seikin	On 1st Sept. at Noon
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	L. Klugkist	On 9th Sept. at D'light
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	K. Homma	To-morrow, at Daylight
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	F. Breuning	On 19th Sept.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	M. Yagi	To-day, at Noon
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	V. Zwart	Quick despatch
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	F. Mooney	On 14th Oct. at Noon
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	J. Courtney	On 1st Sept. at 4 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	M. C. Martin	On 1st Sept. at Noon
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	E. P. Martin, R.N.R.	To-day.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	BUTTERFIELD & SWIRE	On 5th Sept. at 5 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	To-morrow, at 4 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 1st Sept. at Noon
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 2nd Sept. at M'night
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	About 6th Sept.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 6th Sept.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	About 7th Sept.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 14th Sept. at 10 A.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 6th Sept. at 10 A.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 10th Sept. at 10 A.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 1st Sept. at 1 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 5th Sept. at 1 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 8th Sept. at 1 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 12th Sept. at 2 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 5th Sept. at 4 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 9th Sept. at 2 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 9th Sept. at 4 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 9th Sept. at 5 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 9th Sept. at 6 P.M.
CHIYU MARU	CHIYU MARU	Aus. str.	—	—	—	On 10th Sept. at Noon
CHIYU MARU	CHIYU MARU</					

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO MAIL	BRITISH
SHANGHAI	DELTA Capt. E. P. Martin, E.N.R.	5 P.M. 30th Aug.	Freight and Passage.
ASSAYE Capt. G. W. Cockman E.N.R.	About 14th Sept.	Freight and Passage.	
LONDON VIA USU. PORTS	ARCADIA Capt. S. Barcham	Noon 2nd Sept.	See Special Advertisement.
LONDON and ANTWERP	SOCOTRA VIA SINGAPORE, PE Capt. G. J. Coldwell	About 6th Sept.	Freight only
NANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA Capt. C. C. Talbot E.N.R.	About 20th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA	PALMA Capt. H. W. A. Clark E.N.R.	About 7th Sept.	Freight only

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th August, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 15th Sept., at Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.

+ Triple Screws, turbine engines. Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

All Steamers are equipped with Wireless Telegraphy.

The Triple Screw Steamer "CHIYO MARU" will be despatched for SAN

FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKO-

KAI-CHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at NOON.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
BUYO MARU	10,500		SATURDAY, 14th October, at Noon.
YOKOHAMA MARU	11,000		WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500		TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN
and CHILEAN PORTS VIA NOJI, KOBE, YOKOHAMA and HONOLULU,
on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

To LONDON £110.00

To VALPARAISO £60.00

SPECIAL RATES (First Class Only) are granted to the undermentioned and their

families when travelling at their own expense.

TO EUROPEAN POINTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS.—Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul General, Consuls and Vice-Consuls

stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These

Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

TO ALL POINTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent

cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with

Turbine Engines and Triple Screws. Record Speed 21/4 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT.

King's Building (Opposite Blake Pier).

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U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 23rd Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKO-

KAI-CHI, SHIMIZU, and HONOLULU, on FRIDAY, 8th September, at 1 P.M.

FARES: HONGKONG TO LONDON, £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, European Officials in the Service of the Government of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul General, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 1st Sept., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG TO SAN FRANCISCO. £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

148

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONOLULU
SUBJECT TO ALTERATION.

DESTINATIONS

STEAMERS TONS SAILING DATES

HIRANO MARU 9,000 WEDNESDAY, 30th Aug.

TANGO MARU 8,000 WEDNESDAY, 13th Sept., at Daylight.

KAMO MARU 9,000 WEDNESDAY, 27th Sept., at Daylight.

KAMAKURA MARU 7,000 SATURDAY, 9th Sept., from KOBE

INABA MARU 7,000 TUESDAY, 12th Sept., at 4 P.M.

TAMBA MARU 7,000 TUESDAY, 10th Oct., at Noon.

YAWATA MARU 5,000 FRIDAY, 1st Sept., at Noon.

BOMBAY MARU 5,000 WEDNESDAY, 30th Aug.

NIKKO MARU 7,000 WEDNESDAY, 30th Aug.

AKI MARU 7,000 THURSDAY, 31st Aug., at Daylight.

HAKATA MARU 7,000 TUESDAY, 5th Sept., at Noon.

Omitting Keelung and Shimizu. Fitted with New System of Wireless Telegraphy. Carries Deck Passengers. Cargo only.

149

NEW LINE OF STEAMERS

BETWEEN KOBE AND CALCUTTA.

Regular Service (once in every 18 days).

FROM KOBE TO CALCUTTA, CALLING AT SINGAPORE, PENANG AND RANGOON.

The First Steamer to sail from Hongkong.

"JINSEN MARU," TONS 3,782, ON SEPTEMBER 26TH.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return, Kobe Return, Moji Return, Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd CLASS \$80 \$70 \$60 \$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to

1061-14-401 T. KUSUMOTO, MANAGER.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East: 16 DES VETUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOON HOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TICKETS ARRANGED TO ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

CASH OPTION: LUDGATE CIRCUS, LONDON, E.C.

756

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR

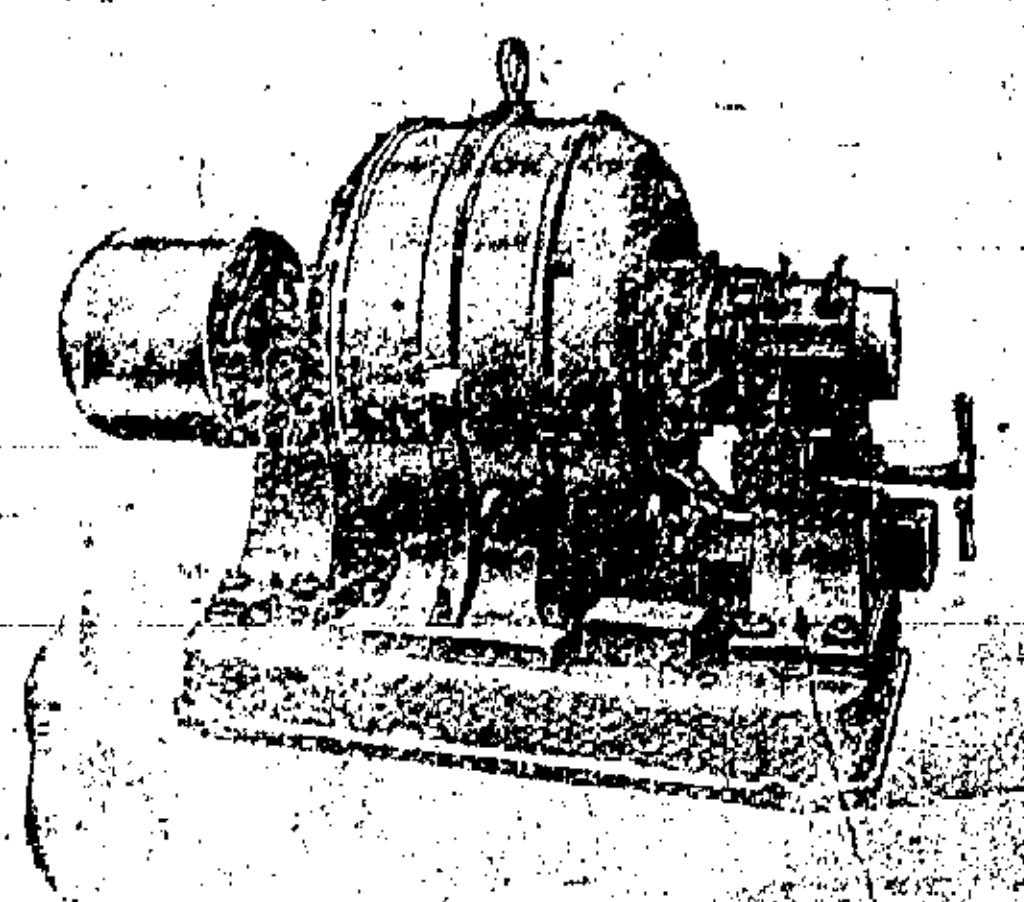
STEAMERS

LEAVING

HAIYANG Capt. J. W. Evans

TUESDAY, 1st Sept., at 1 P.M.

TAIWAN Capt. W. C. Passmore

ELEKTRIZITÄTS
ACTIENGESELLSCHAFT

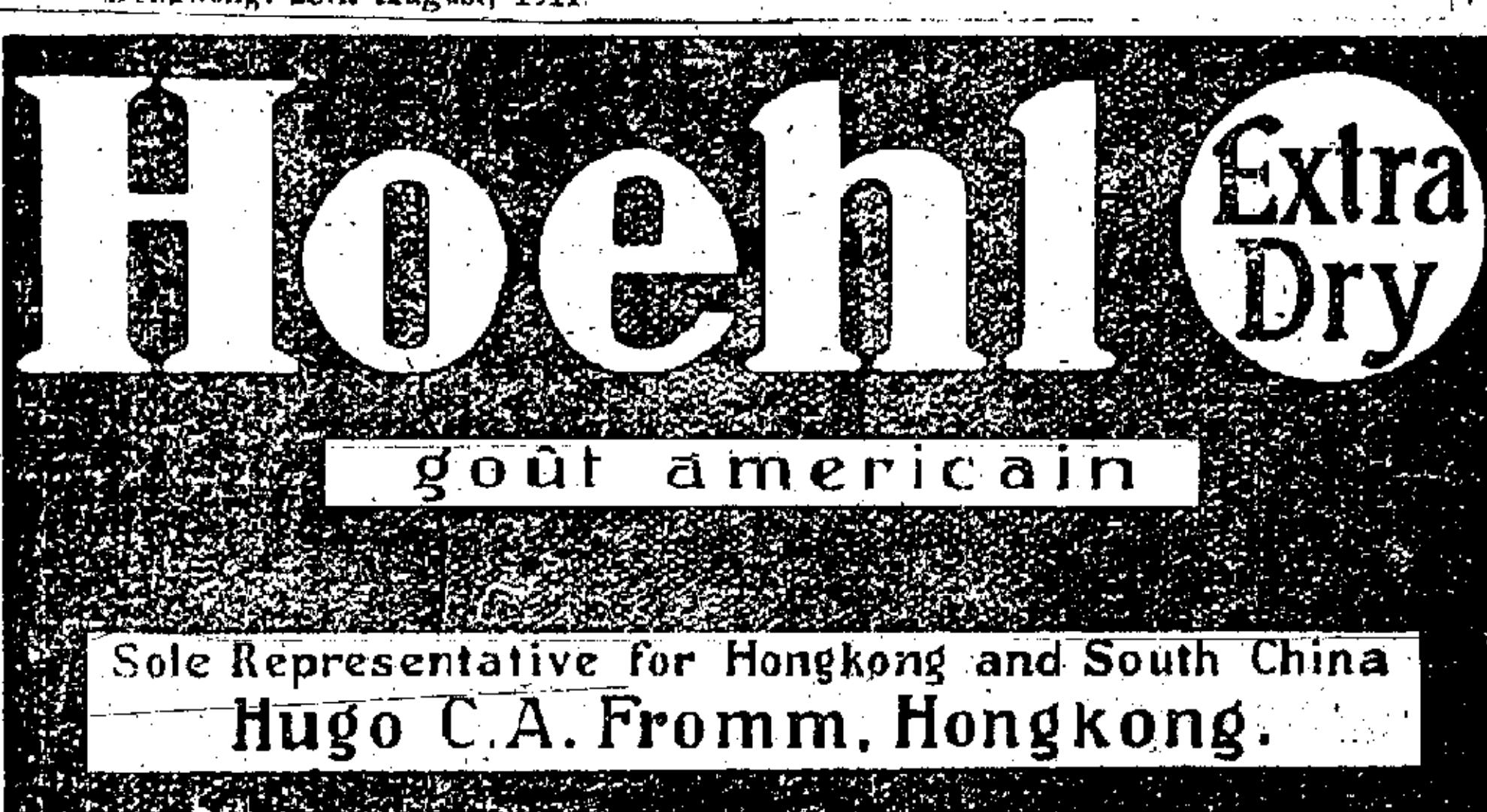
Titan
BERGERHOF
RHLD.
ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA.

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 25th August, 1911.



HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 25th August, 1911.



Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 25th August, 1911. 1670-23

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIA MAIL to EUROPE.

The Delta, with the English Mail, left Singapore on Friday, the 25th inst., at 6.30 p.m. and may be expected here to-day. This packet brings the parcel mail closed in London for despatch by the all sea route on the 26th July, and for despatch overland on the 2nd August.

FOR	PER	DATE
Fort Bayard and Haiphong	Sikkiang	Wednesday, 30th, 8.00 A.M.
Pakhei and Haiphong	Hanoi	Wednesday, 30th, 9.00 A.M.
Swatow, Amoy and Foochow	Chousan	Wednesday, 30th, 9.00 A.M.
Swatow and Shanghai	Choyang	Wednesday, 30th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Nikko Maru	Wednesday, 30th, 11.00 A.M.
Singapore, Penang and Colombo	Hirano Maru	Wednesday, 30th, NOON
Macao	Sui Tai	Wednesday, 30th, 1.15 P.M.
Manila, Cebu and Iloilo	Zofra	Wednesday, 30th, 3.00 P.M.
Suratnag	Delta	Wednesday, 30th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE	Nippon Maru	Wednesday, 30th, 5.00 P.M.
Moji and Kobe	Aki Maru	Wednesday, 30th, 5.00 P.M.
Kobe and Yokohama		
Macao	Sui Tai	Thursday, 31st, 1.15 P.M.
Shanghai	Chinkin	Thursday, 31st, 3.00 P.M.
Moji, Kobe, Yokohama and Portland	Rydia	Thursday, 31st, 5.00 P.M.
Tientsin	Chapshing	Friday, 1st, 10.00 A.M.
Shanghai, Kobe and Moji	Namang	Friday, 1st, 10.00 A.M.
Manila (Taking Mails for Cebu and Iloilo)	Yanata Maru	Friday, 1st, 10.00 A.M.
Swatow, Amoy and Foochow		
Macao		
Chesoo and Tientsin		
Singapore, Penang and Calcutta		
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)		
(Supplementary mail on board, up to the time fixed for departure of the mail)		
Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes time for the first clearance will be included in this contract mail)		
The Parcel Mail will be closed on Friday, 1st instant, at 5 P.M.		
Manila (Taking Mails for Cebu and Iloilo)		
Macao		
Shanghai, Nagasaki, Kobe, Yokohama, HOKKIOU and SAN FRANCISCO		
SIBERIAN MAIL TO EUROPE		

HONGKONG, NAGASAKI, KORE, YOKOHAMA, HOKKIOU and SAN FRANCISCO

SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Foochow

Macao

Chesoo and Tientsin

Singapore, Penang and Calcutta

EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)

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(Letters posted in all the Pillar Boxes time for the first clearance will be included in this contract mail)

The Parcel Mail will be closed on

Friday, 1st instant, at 5 P.M.

Manila (Taking Mails for Cebu and Iloilo)

Macao

Shanghai, Nagasaki, Kobe, Yokohama, HOKKIOU and SAN FRANCISCO

SIBERIAN MAIL TO EUROPE

Shanghai, ...

Swatow, Amoy and Foochow

Macao, Cebu and Iloilo

Keeling, Nagasaki, Kobe, Yokohama, Victoria and Tacoma

Victoria and Tacoma

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.)

(Taking Mails for Cebu and Iloilo)

Macao

Shanghai, ...

Swatow, Amoy and Foochow

Macao (Taking Mails for Cebu and Iloilo)

Shanghai, ...

Swatow, Amoy and Foochow

Macao (Taking Mails for Cebu and Iloilo)

Shanghai, ...

Swatow, Amoy and Foochow

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Shanghai, ...

Swatow, Amoy and Foochow

Macao (Taking